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SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
MODELING TASK FORCE  
September 24, 2008

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**MINUTES**

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**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE  
MODELING TASK FORCE.**

The Modeling Task Force held its meeting at SCAG's Main Office in Los Angeles on September 24, 2008.

**Members Present:**

Steve Smith, SANBAG  
Anup Kulkarni, OCTA  
Cesar Espitia, OCTA  
Tony Van Haagen, Caltrans – District 7  
Ed Humenik, Caltrans – District 7  
Firooz Hamedani, Caltrans – District 12  
Gary Green, Caltrans – District 8  
Joe Shaer, Caltrans – District 8  
James Camarillo, Caltrans – District 8  
Robert Farley, METRO  
Chausie Chu, METRO  
Paul Burke, METRO  
Herman Basmacian, Riverside County  
Bill Gayk, Riverside County  
John Kerenyi, City of Moreno Valley  
Bob Friis, Iteris  
Viggen Davidian, Iteris  
Min Zhou, KOA Corp.  
Ronn Knox, KOA Corp.  
Marlia Whiteman, Urban Crossroads  
Gail Shiimoto-Lohr, OCCOG

**SCAG Staff Members Present:**

Jonathan Nadler  
Mike Ainsworth  
Hsi-hwa Hu  
Guoxiong Huang  
Teresa Wang  
Sungbin Cho  
Ming Yin

**1.0     Call to order and Introductions**

Chairman Steve Smith, SANBAG, called the meeting to order at 9:30 AM.

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**2.0     Public Comment Period**

There were no public comments.

**3.0     Consent Calendar**

September 27, 2006 Meeting Minutes were unanimously approved.

**4.0     Information Items**

**4.1     SCAG's Model Development Plan**

Frank Wen, SCAG staff presented the new SB 375 Planning/Modeling requirements and discussed SCAG's new model development plan. The presentation provided an overview of the SB 375 legislation including the role of the MPO. The modeling expectations related to SB 375 were also presented including an emphasis on the following areas: 1) The relationship between land use density and household vehicle ownership and vehicle miles traveled (4D) 2) The impact of enhanced transit service levels on household vehicle ownership and vehicle miles traveled (4D) 3) Changes in travel and land development likely to result from highway or passenger rail expansion (Land use model) 4) Mode splitting that allocates trips between automobile, transit, carpool, bicycle and pedestrian trips, and, 5) Speed and frequency, days, and hours of operation of transit service. SCAG strategic plans to meet the modeling requirement will follow three parallel tracks: 1) continue enhancing the existing Regional Model 2) new model development (household survey, land use model, and activity-based model) and 3) data/GIS/tools development (IPlace3 scenario building, general plan update, existing land use, spheres of influence, and resource area/farmland.)

The PowerPoint presentation may be downloaded from SCAG's website at:

<http://www.scag.ca.gov/modeling/mtf/index.htm>

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SCAG's Model Improvement Plan – Jonathan Nadler, SCAG, provided an overview of planned improvements to SCAG's existing Travel Demand Model. Below is a summary of the major planned model enhancement activities for upcoming years:

- Mode Choice Model – The purpose of this project is to enhance the capabilities of SCAG's Mode Choice Model. The new Mode Choice Model Enhancement, to be completed within the next 2 years, will include the development of a version of the mode choice model that is "New Start" compliant.
- Transportation Networks – Complete a major upgrade to the highway network, including updating highway attributes and improving network configuration and connectivity. The existing transit networks were created from Transtar for the Year 2000. Update and correct any errors in terms of route definition and operational attributes. The new Transit Network Development will address this issue. Plans also include development of the Master Network software. The implementation of the Master Network will provide enhanced capabilities to better manage SCAG's multiple scenarios and time horizon networks.
- Goods Movement – An enhancement of the existing Truck Model to account for special generators, warehouse activities, trucking centers/terminals, border crossings, integration of seaports and airports as well as more accurate accounting of general trucking demand in the Region. The Comprehensive Regional Comprehensive Goods Movement Study will assist in solving this issue. Modeling Staff will actively participate in this effort as a member of the Study's TAC.
- Congestion Pricing – Improve the Model's capability to accurately account for the effects of travel costs in general and the effects of tolls/congestion fees in particular. The Regional Congestion Pricing Study will contribute to this model component. Modeling Staff will actively participate in this effort as a member of the study's TAC.
- Weekend Model – Complete the development of the Weekend Model. This is a critical addition to SCAG's modeling tool set needed to forecast weekend travel and measure associated weekend air quality.
- Year 2008 Model Validation – In addition to improvements above, other issues to be addressed in the Year 2008 Model Validation are: HOV lane utilization, efficient model convergence, model interface and productivity, and model input data accuracy. In addition, conduct consultant projects to gather level of service data for the transit system and collect traffic count data for the freeway/road systems.

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- Sub-Regional Modeling Program – Promote model consistency by assisting agencies converting to SCAG’s New Regional Modeling methodology and coordination with major county level subregional model development efforts.

4.2 Model and Data Sharing

Mike Ainsworth, SCAG staff, provided an overview of SCAG’s proposed model sharing approach and Draft MOU. SCAG promotes an active subregional modeling program. The purpose of the program is to provide service to member agencies and promote model consistency. SCAG staff has developed a Draft MOU describing the program’s roles/responsibilities and Draft Subregional Modeling Guidelines describing recommended model development standards. SCAG is currently working to internally review the documents and plans to release the documents for external review and comment.

4.3 City of Moreno Valley’s TRANSIMS Model Project

John Kerenyi, City of Moreno Valley, provided an overview of Moreno Valley’s new TRANSIMS model development project. The City of Moreno Valley was successful in obtaining a Federal Grant to deploy the new TRANSIMS modeling methodology to the City of Moreno Valley. Mr. Kerenyi provided an overview of the model deployment plan and described the general modeling approach. This will be an 18 month model development effort. The PowerPoint presentation may be downloaded from SCAG’s website at: <http://www.scag.ca.gov/modeling/mtf/index.htm>

4.4 Riverside Counties Model Development

Herman Basmacian, County of Riverside, and Viggen Dividian, Iteris, provided an overview of the new Riverside County Transportation and Analysis Model (RIVTAM). The goal of this effort is to develop a consolidated countywide model with full modeling capabilities focused on Riverside County. This new model will be based on SCAG’s new Regional Model’s structure and have full multi-modal capabilities. Mr. Davidian provided a detailed update on the project’s progress and reported the preliminary modeling results. Intended uses of the new model include: analysis of General Plan Amendments and Circulation Elements, TUMF updates (WRCOG and CVAG), area-wide specific plans, corridor projects including transit studies, freeway mainline & interchange, PSR/PR/ED. The PowerPoint presentation may be downloaded from SCAG’s website at: <http://www.scag.ca.gov/modeling/mtf/index.htm>

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**5.0            Open Discussion and Other Business**

**6.0            Schedule and Agenda Items for Next Meeting** – The next MTF meeting, originally scheduled for November 26<sup>th</sup> may be rescheduled to November 19<sup>th</sup> (Thanksgiving Holiday). An updated schedule will be provided the first week of November.

**7.0            Adjournment**

There being no further business, the meeting was adjourned at 11:45 AM.